sound working level. Modernisation schemes have been implemented on yearly basis.

The recommendation of the other Consultants viz. M/s Setty Associates, Madras and M/s. I.H.I. Japan were not found to be acceptable.

(d) and (e) No Sir, this is not the only reason. The company has been incurring heavy losses and is not able to generate sufficient cash flow even to meet its own wage bill, mainly because of the low levels of productivity and inadequate orders.

Causes of road accidents

1310. SHRIMATI KAMLA SINHA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have made any assessment about the number of deaths due to road accidents in Delhi since the beginning of 1994 and how does the road accidents compare with the deaths occurred in the corresponding period in 1993.

(b) if so, what extent Government think the road accident deaths are due to (i) uncovered/badly covered manholes on the roads (ii) badly lit roads; (iii) unmarked speed breakers which are not visible at night; and (iv) innumerable advertisement signboards at intersections and along the road sides;

(c) whether any coordination exists between Government and the civic authorities in reemoving the various causes for the road accidents; and

(d) if so, the steps taken to remove the deficiencies and to strengthen it with the objective of minimising the fatal road accidents in the city?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The number of persons killed in Delhi due to road accidents from 1.1.94 to 30.11.94 and the corresponding period in 1993 are as under:

Period	No. of accidents	No. of persons killed
1-1.94 to 30-11-94	8210	1894
1-1-93 to 30-11-93	7774	1834

(b) As per available data, most of the accidents occurred due to drivers' fault, passenger's/pedestrian's fault, bad weather, bad road, mechanical defect, etc. No data regarding other aspects are available.

(c) and (d) The Govt. lays down certain policy guidelines to minimise road accidents which are implemented by the State Governments in coordination with various civic agencies.

The steps taken/being taken for reducing road accidents in Delhi are given in Statement.

Statement

Steps taken/being taken for reducing road accidents in Delhi

1. Training of drivers of Buses and Commercial vehicles.
2. Rigid enforcement of Traffic rules.
3. Special prosecution drive against DTC, Private Buses and heavy commercial vehicles from time to time.
4. Action against drunken driving, reckless driving, minor's driving, red Light jumping, etc.

5. Arrest of drivers found indulging in reckless driving.

6. Suspension of driving licenses of drivers involved in fatal accidents, repeated traffic violations/dangerous driving.

7. Acion for cancellation of permits of Red Line Buses found involved in Road Accident/repeated traffic violations.

8. Action or cancellation of driving licenses of private bus drivers by travelling in buses and recording traffic violations committed by the drivers/conductors when bus is in transit state.

9. Introduction of conflict free traffic circulation patterns in different parts of Delhi.

10. Segregation of fast moving traffic from slow moving traffic.

11. Closure of gaps in the central verges of accident prone roads.

12. Provision of bus bays, yellow boxes, bus boxes on city roads.

13. Introduction of traffic signals/blinkers in accident prone areas.

14. More police presence in accident prone areas.

15. Mobile patrolling and group checking at vulnerable points.

16. Co-ordination of traffic signals for unintrupted flow of traffic along major corridors.

17. Exclusive dedicated bus lanes for public transport vehicles (which means keeping away from the other categories of slow moving and other modes from this lane).

18. Taking up with civic agencies for various improvements viz. geometric designs, provision of street lighting construction of speed breakers, provision of iron railings on central vergs, installation of road signs, painting of road markings, etc on Delhi Roads.

19. Taking out Mobile Exhibition Van to different places for Road Safety Training activities and refresher courses.

20. Distribution of Road Safety Literature among various categories of road users with an object of inculcating better road discipline among them. Special emphasis would be laid on defensive driving, lane driving, driving at round abouts and general traffic rules to be observed on Delhi roads.

[The Deputy Chairman in the Chair]

PAPERS LAID ON THE TABLE

Notifications of the Ministry of Home Affairs

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): Madam I lay on the Table, under sub-section (3) of section 156 of the Indo-Tibetan Border Police Force Act, 1992, a copy each (in English and Hindi) of the following Notifications of the Ministry of Home Affairs:—

(1) S.O. No. 414(E), dated the 28th May, 1994, enforcing the Indo-Tibetan Border Police Force Act, 1992, with effect from the 30th May, 1994.

[Placed in Library. *See* No. LT-6637/94]

(2) G.S.R. No. 480(E), dated the 30th May, 1994, publishing the Indo-Tibetan Border Police Force Rules, 1994.

[Placed in Library. *See* No. LT-6638/94]

I. Notification of the Ministry of Railways.

II. Report and Accounts (1993-94) of the Indian Railway Welfare Organisation.